

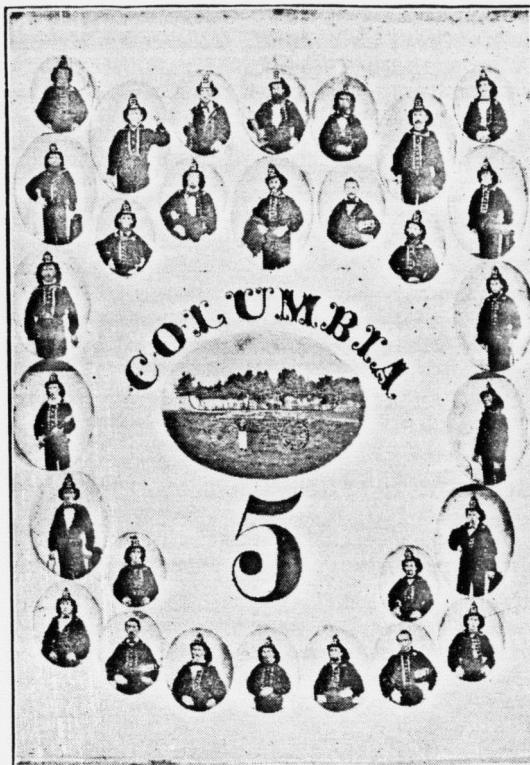
command of James Nicol had been formed here and expected to be called out at any moment. They were partially equipped but lacked the regulation shirt. It had been arranged that if a telegram was received from the Governor calling out these men, the bell of the Methodist church should be rung as a signal. About one o'clock the telegram came and the church bell pealed forth its warning. The Sunday School in the Presbyterian church was immediately dismissed. Crowds gathered on the streets and discussed the invasion. A number of those who could sew, gathered in the rooms over the D. & H. office at the head of Main street. Others worked at their homes Rev. G. M. Peck, the pastor of the Methodist church, who had once been a tailor, ran a sewing machine all that Sunday afternoon. All the shirts needed were made while some picked lint and made bandages. There were no services in the churches that evening. About midnight the company left for the front. They were taken to Hagerstown and lay there while the battle of Antietam was fought a few miles distant. Some weeks after they were sent home. Their captain was James Nicol.

FIRST FIRE COMPANIES.

The first fire company of the city was "Rescue Hook and Ladder Company" formed in 1843. The great fire of 1850, awakened the people to a sense of

J. M. Poore J. Morris J. Burke Dan Prendergast	Dave Prendergast W. Larger J. Kelly
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C. Campbell N. Kirk J. McLaughlin J. Gorman
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D. Higgins
E. Clarkson
A. Morris
T. Twaddle
M. Flynn
E. Jirkins

A. Simpson
P. M. Moffitt
P. Flannery

J. Ward
P. Byrne
J. Geary

S. Whiting
T. V. Tolson
A. Tolson
J. Kirkwood
J. Brown
J. Cannon

the importance of better protection and four companies were organized, known as Neptune No. 1; Eagle No. 2; Rescue No. 3, and Good Will No. 4. Each company was provided with a small engine of little

value, built at the D. & H. Gravity shops. The companies represented the four wards of the city and their officers were: Neptune Co., G. R. Love, captain; G. H. Wentz, assistant captain; Lewis Pugh, treasurer and James Ruthven, secretary. Eagle Co., E. White, foreman; John McKillip, first assistant; S. T. Corby, second assistant; W. R. Baker, secretary; A. L. Hunt, treasurer; G. W. Griswold, Charles Hagan, Wm. R. Baker, committee. Rescue Co., foreman, David Prendergast; first assistant foreman, G. F. Fordham; second assistant foreman, Alonzo Eaton; secretary, Reeselaer David; treasurer, Z. K. Waldron. Good Will Co., Michael Flynn, foreman; Bernard McGhee, assistant foreman; Peter Dockerty, treasurer; Thomas Farrell, secretary.

December 3,

1852, James Ruthven was elected by the firemen chief engineer of the department. These companies soon disbanded and the engines were returned to the D. & H. The city authorities then took the matter in hand and purchased an engine of the "Button's Piano" pattern which arrived on July 10, 1855, the day being made a gala occasion. This is still in possession of Columbia hose company which was organized at that time with ninety-six men. The officers were David Prendergast, foreman; Richard Howarth,